

Amendments to the Specification

Please replace paragraphs 0025, 0028, 0030, 0033 and 0035 with the following replacement paragraphs:

[0025] Fig. 14 is section taken at ~~line I~~line 14-14 of Fig. 13.

[0028] A controller 68 of conventional design is connected by electrical conduit 70 to ~~the~~ receive a signal from the height sensor 62 and is connected electronically by conduit 72 to magnetorheological (MR) dampers in the struts 52, 54 and by a pneumatic conduit 74 to air springs on the struts (the details of which are set forth below with respect to Figs. 11 – 14). Electrical and pneumatic supply connections to the controller 68 from sources of electrical power and pressurized air on the associated vehicle are not shown. The controller 68 receives data from the height sensor 62, computes desired damping requirements and air spring pressure and adjusts the damping and air spring pressure in the struts 52, 54 to optimize driver comfort. Although the foregoing discussion and associated drawing figures are directed to strut 54, it is to be understood that the pneumatic and electrical connections from controller 68 to strut 52 are identical.

[0030] The structure of the struts 52, 54, 52', 54' generally is the same as the MR strut described in U. S. Pat. No. 6,345,706, the disclosure of which is incorporated herein by reference, with added features to accommodate an air spring. ~~[[.]]~~As shown in Fig. 11, the ~~strut 52~~strut 54 includes a lower end 82 having a wing 84 with two holes 86, 88 to receive bolts (not shown) to attach the strut to the flange 56 (see Fig. 5). This two-point connection prevents relative lateral movement between the cab and frame.

[0033] An additional air seal may be required at the bottom of the strut 54, best shown in Figs. 13 and 14. ~~The~~A threaded end 116 of ~~the~~an inner rod 118 has grooves to accept a seal element 120 (e.g., an O-ring) and a retaining ring 122. A seal adapter 124 is shaped to nest within ~~the~~a strut base 125 and includes a central hole 126 that is threaded at an outer end, a sealing surface in the mid-portion and a seat for the retaining ring 122 at the inner end. The seal adapter 124 is installed on the end of the inner rod

118, forming a seal with seal element 120 and seating against the retaining ring 122. The retaining ring 122 may be a section of round spring wire formed into a partial ring.

[0035] As best shown in Fig. 14, the seal adapter 124 includes an antirotation projection (flat 129) that mates with a corresponding feature when it is installed in the strut housing base 125. This is to enable a nut 130 to be tightened without rotating inner rod 118 to retain the end of the inner rod in the body of the inner tube 96. Additionally, it may be necessary to provide an air flow groove (not shown) at location 132 (see Fig. 12) to form a pneumatic connection between the chamber of the air spring and the chamber near the end of the inner rod 118. The strut 54 also includes an electrical connector assembly 134 (see Fig. 13), located outside of the strut base 125 and seal adapter 124, for connecting the MR strut element 92 to the controller 68 (see Fig. 5). As a result of the seal formed by seal adapter 124 and related components 120, 128, there is no need to make either strut base 125 or connector assembly 134 airtight.